

FUNCTIONAL CLASSIFICATION AMENDMENT RECOMMENDATIONS

**Transportation Subcommittee
September 20, 2019**

ACTION REQUESTED

Recommend this item to the Planning and Programming Committee for its consideration of placement on the December Board of Directors agenda

- Remove E 30th , Broadway Ave., and E14th St. from the I-90 WB Intermodal Connector OH 56T (Tower City)
- Add Prospect Ave., from the I-90 WB exit ramp to Tower City to the I-90 WB Intermodal Connector OH 56T (Tower City)
- Revise 500 feet of E14th Street, from a principal arterial to a major collector
- Add 210 feet of SR 87 – Shaker Boulevard in both directions to Connector OH 82T

PREVIOUS ACTION

No Previous Action

BACKGROUND

I-90 WB Intermodal Connector
56T (Tower City)

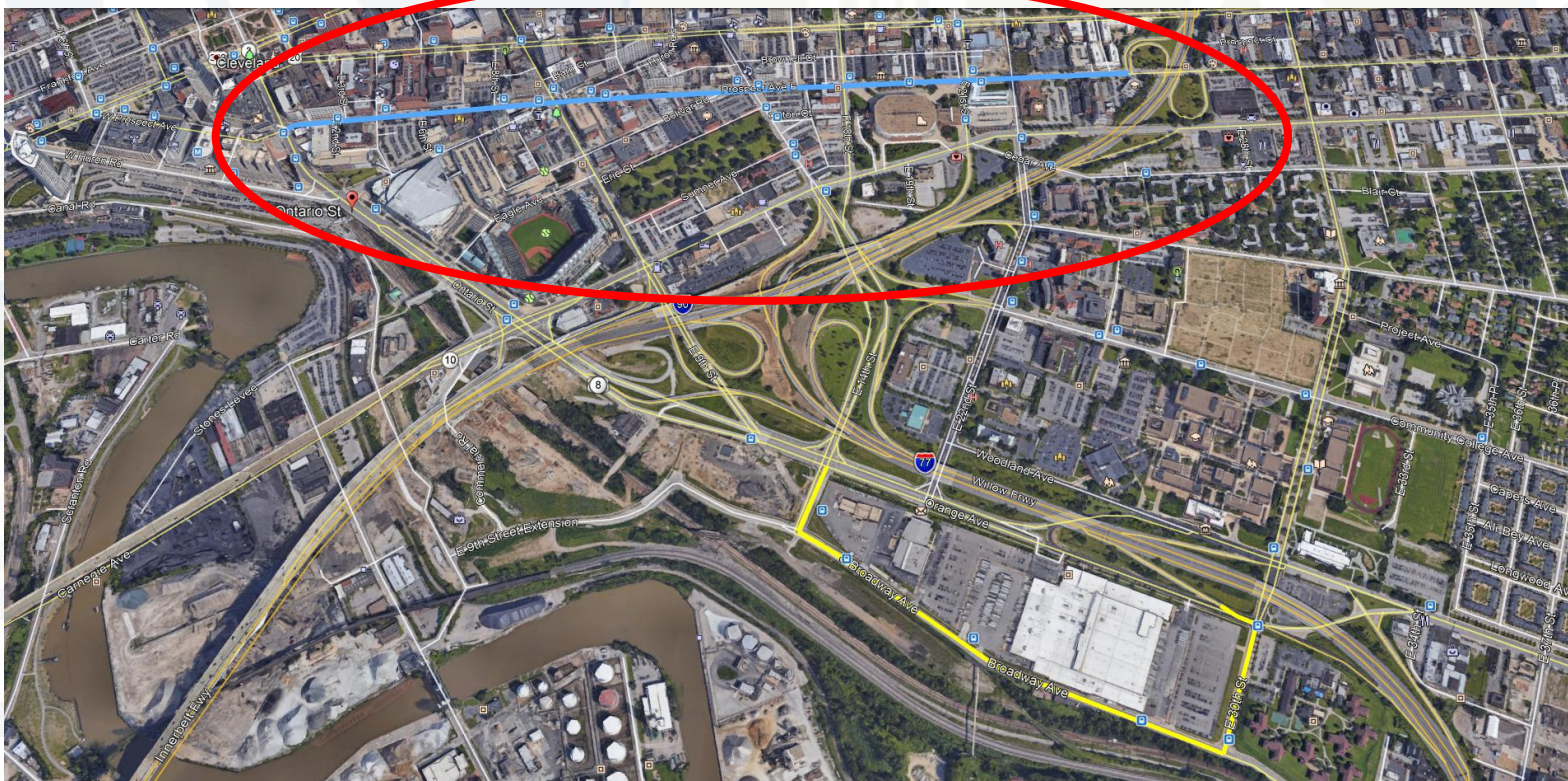
ODOT requested to remove:

- E 30th, from I-77 WB exit ramp to Broadway
- Broadway from E 30th to E 14th
- E14th Street, from Broadway to Orange Ave.



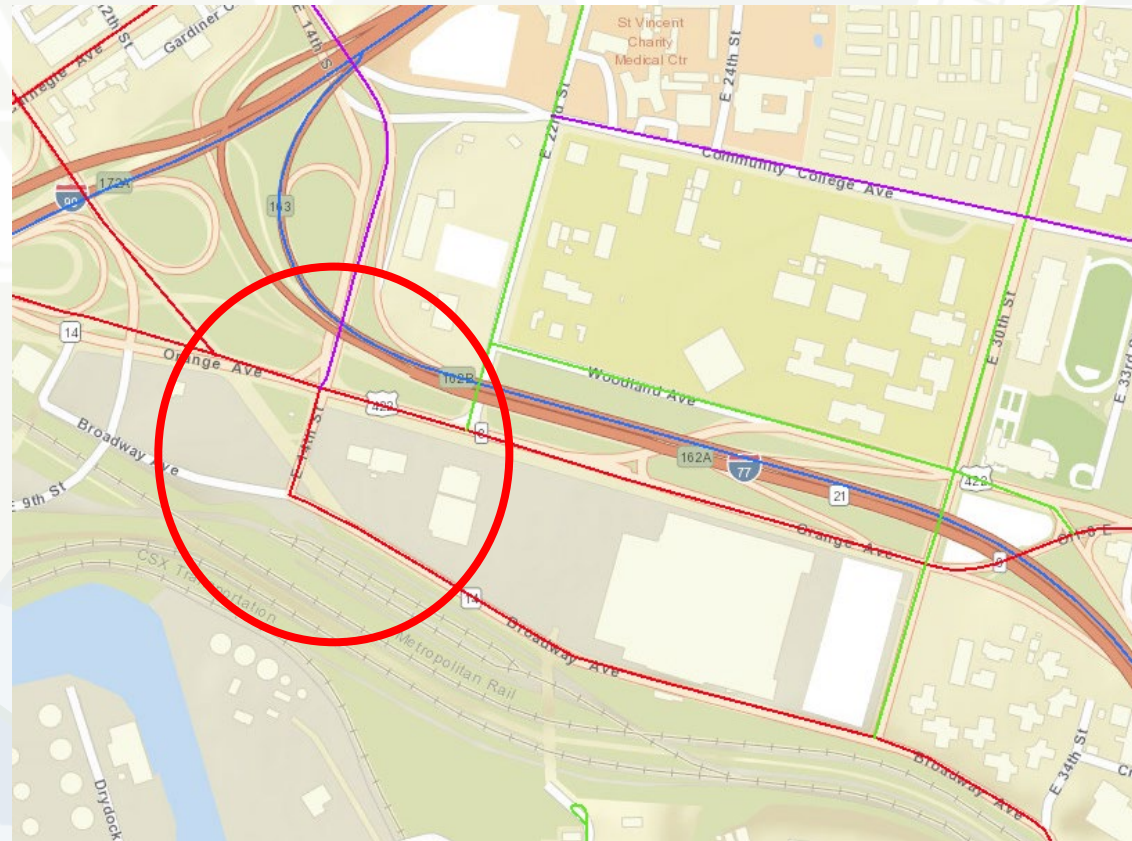
BACKGROUND

ODOT requested to add Prospect Ave., from the I-90 WB exit ramp to Tower City to the I-90 WB Intermodal Connector OH 56T (Tower City).



BACKGROUND

Revise 500 feet of E14th Street, from Broadway Ave. to Orange Ave., from a Principal Arterial to a Major Collector.

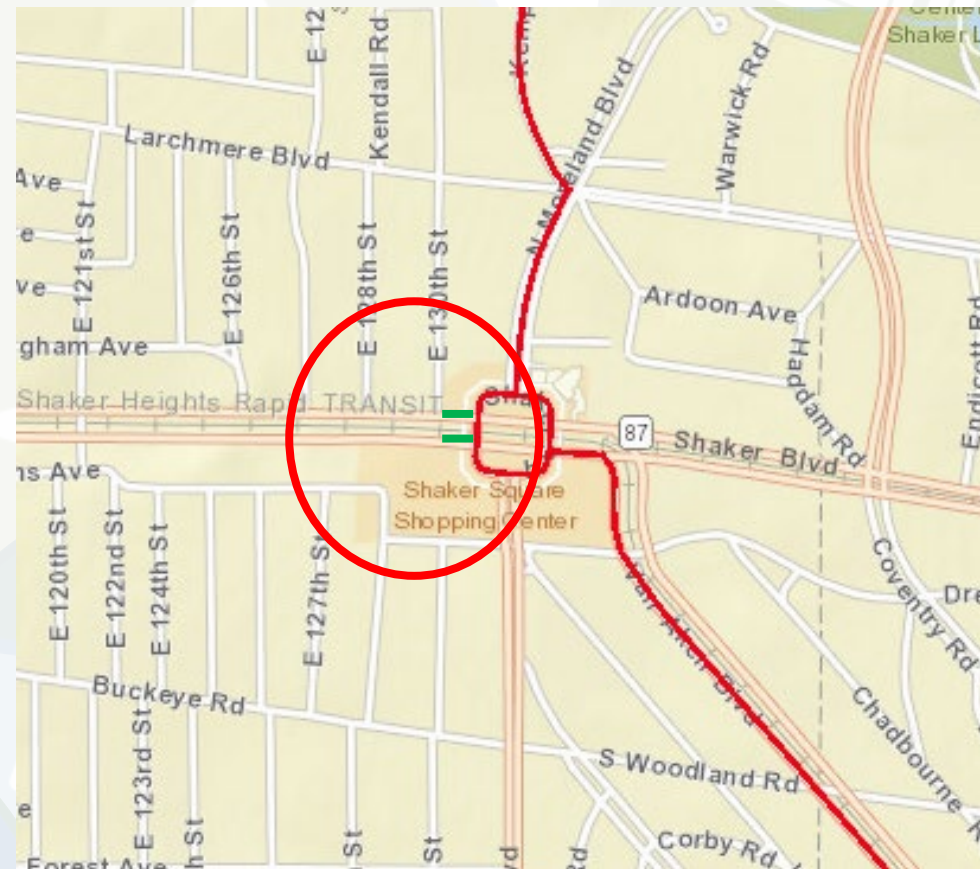


BACKGROUND

Intermodal Connector OH 82T

ODOT Requested to

- Add 210 feet of SR 87 – Shaker Boulevard in both directions



BACKGROUND

The Intermodal Transportation Efficiency Act of 1991 (ISTEA) made it a national policy "to encourage and promote development of a national intermodal transportation system in the United States to move goods and people in an energy efficient manner, provide the foundation for improved productivity growth, strengthen the nation's ability to compete in the global economy and obtain the optimum yield from the nation's transportation resources."

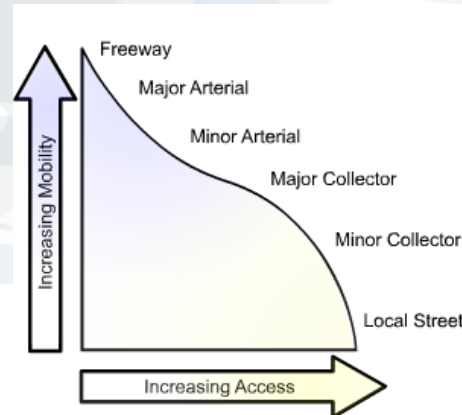
Intermodal connectors – those public highways which link the Nation's ports, rail and truck terminals, airports and passenger transit terminals to the NHS.



BACKGROUND

Functional Classification Revision Procedure:

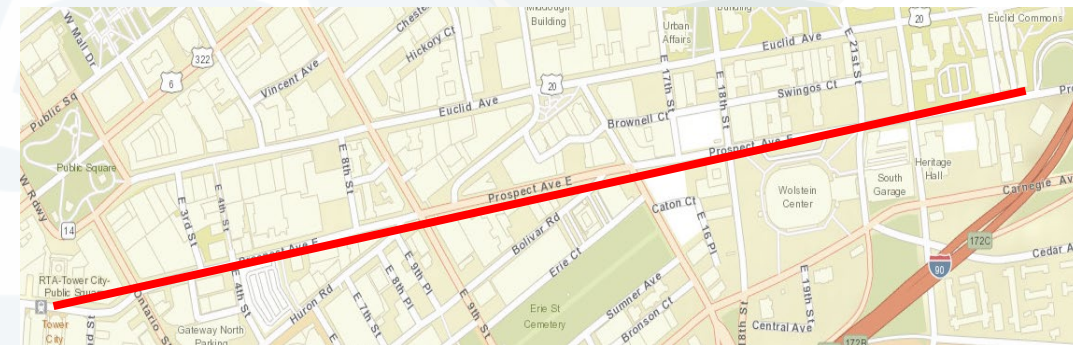
- Three steps in the evaluation process
- All three steps must be met to recommend the functional classification change
- Recommendations that result from the evaluation process will proceed through the committee process ending with the NOACA Board of Directors providing the final approval of all recommendations
- After Board concurrence, the information will be forwarded to ODOT and FHWA for further review and action



BACKGROUND

I-90 WB Intermodal Connector 56T (Tower City)

- Left turn from I-77 WB exit ramp to E 30th is prohibited
- Prospect Ave. from I-90 WB exit ramp to Tower City is a more direct route
- No revision to Prospect Avenue's Functional Classification required
- Prospect would be added to the NHS as an Intermodal Connector
- **Recommendation:** Remove E 30th, Broadway Ave., and E14th St. from the Intermodal Connector
- Add Prospect Ave., from the I-90 WB exit ramp to Tower City to the Intermodal Connector



BACKGROUND

Revise 500 feet of E14th Street, from Broadway Ave. to Orange Ave., from a Principal Arterial to a Major Collector.

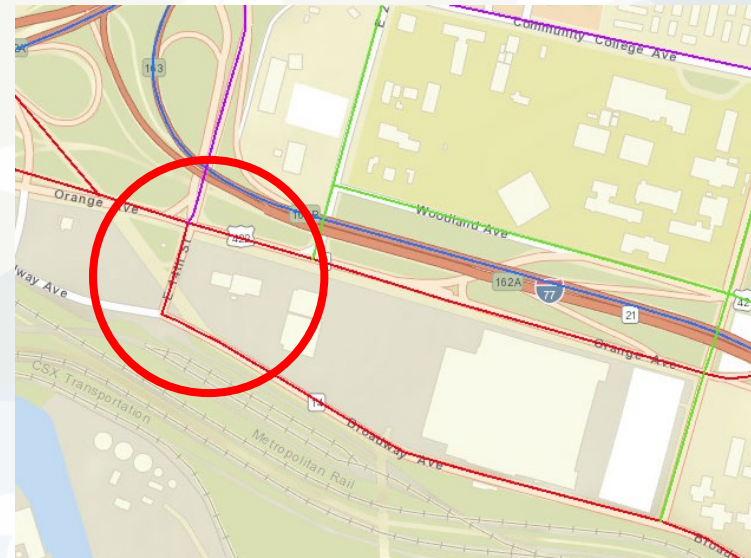
Step 1:

A principal arterial should have an AADT of 10,000 to 30,000, E 14th only has an AADT of 6,932 and this small section of 500' of principal arterial changes to a major connector at US 422.

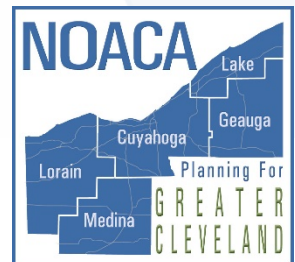
Step2: Urban major collectors are over under-represented in Cuyahoga County.

Step 3: E 14th is already on the federal aid system as a principal arterial.

Recommendation: Revise 500 ft of E14th from a principal arterial to a major collector



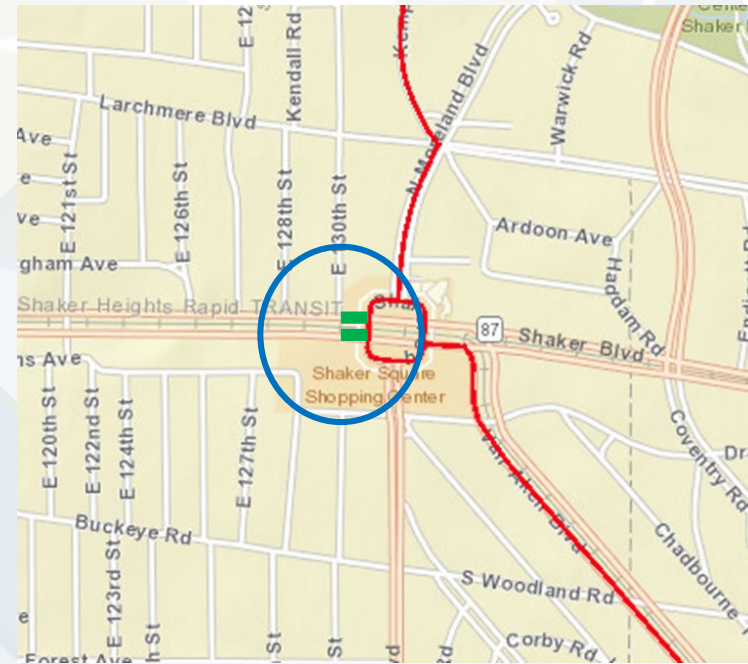
- FC=2, Other Freeways and Expressways
- FC=3, Other Principal Arterial
- FC=4, Minor Arterial
- FC=5, Major Collector
- FC=6, Minor Collector
- FC=7, Local Road



BACKGROUND

Add 210 feet of SR 87 – Shaker Boulevard in both directions to Connector OH 82T from the RTA station at approximately E 130th Street to the east leg of the Shaker Square Loop which will also join with Connector OH 84T.

- The Shaker Square GCRTA station is currently not connected to the Intermodal Connector
- No functional classification revision is needed
- This length of Shaker Blvd would be added to the NHS
- **Recommendation:** Add approximately 210 ft. to the Intermodal Connector



NEXT STEPS

Following Board adoption, staff will forward recommendations to ODOT and FHWA for further review and approval



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**Motion
Second
Discussion
Put the Question**





NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.



BACKGROUND

Functional Classification Policy was adopted by the Board of Directors in June 2014 (Resolution 2014-025)

Step 1

- **Staff compares roadway attributes against thresholds for the requested functional classification change. Such as:**
 - Lane width
 - AADT
 - Speed limit
 - Parallel spacing to other federal-aid routes
 - Access
 - Connectivity

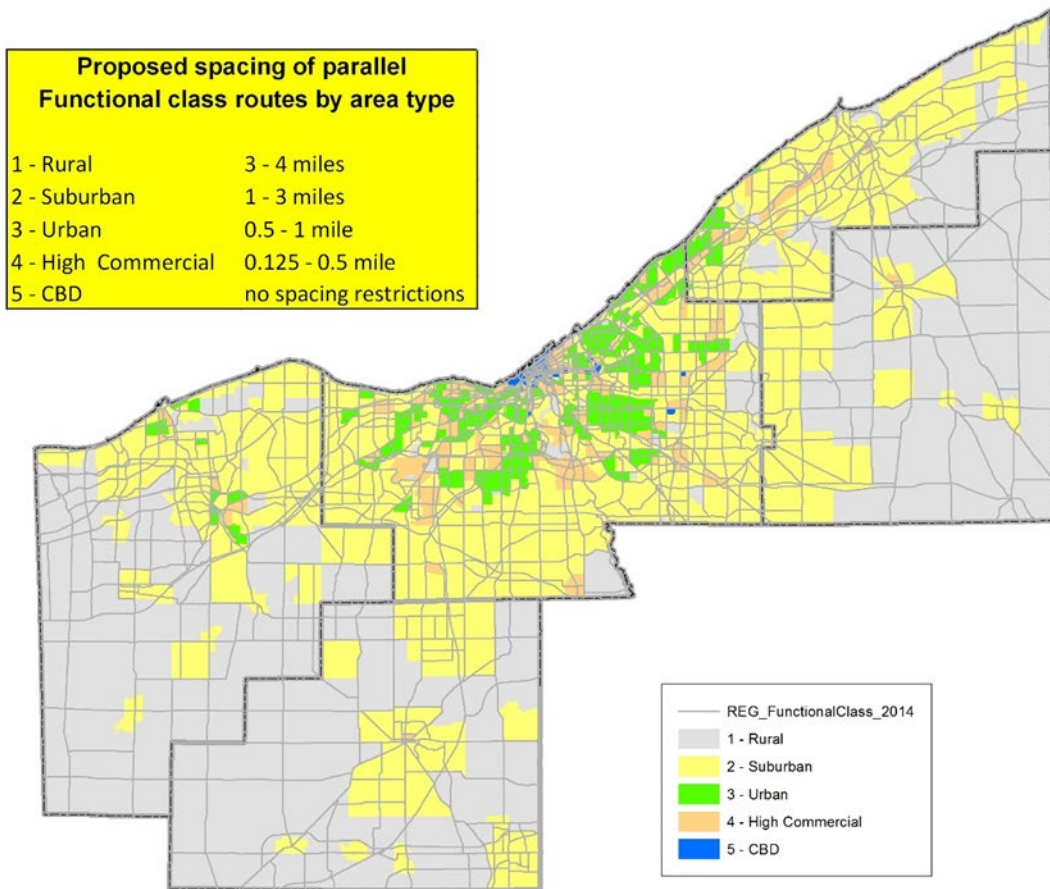
BACKGROUND

Factor	1 - Interstate	2- Other Frwy or Expwy	3- Other Prin. Arterial	4- Minor Arterial	5- Major Collector	6- Minor Collector	7- Local
Lane Width	12 ft.	11-12 ft.	11-12 ft.	10-12 ft.	10-12 ft.	10-11 ft.	8-10ft.
Shoulder Width	10-12 ft.	8-12 ft.	8-12 ft.	4-8 ft.	1-6 ft.	0 ft.	0 ft.
AADT (Urban)	45,000-120,000	14,000-60,000	10,000-30,000	6,500-15,500	2,000-8,500	2,000-8,500	500-7000
AADT (Rural)	25,000-50,000	8,000-30,000	5,500-10,500	4,500-7,500	1,500-5,000	1000-2,000	50-1200
Access	Full Control	Partial/ Full Control	Partial/Un-controlled	Un-controlled	Un-controlled	Un-controlled	Un-controlled

Parallel Spacing	Rural	Suburban	Urban	Commercial	CBD
	3-4 miles	1-3 miles	½ - 1 mile	1/8 – ½ mile	No restrictions



BACKGROUND



To get to step 2 the following conditions of the requested FC must be met:

- Lane width
- Posted speed > 25 mph (unless the majority of the project is in a CBD or commercial area)
- Connectivity
- 2 out of 3 of the following:
 - AADT
 - Parallel Spacing
 - Access

BACKGROUND

Step 2:

	Functional Class	Suggested Range (%)	Region	CUY	GEA	LAK	LOR	MED
Urban	1: Principal Arterial (Interstate)	1%-2%	2.44	2.74	0	1.38	2.55	2.95
	2: Principal Arterial (Exprwy. or Frwy.)	0%-2%	0.7	0.3	0.9	1.98	1.33	0
	3: Principal Arterial (Other)	4%-5%	4.82	5.44	7.99	3.37	4.37	2.42
	4: Minor Arterial	7%-12%	9.17	9.56	6.13	8.22	10.93	5.85
	5/6: Major/Minor Collector	7%-13%	8.89	7.25	13.74	12.03	7.35	16.25
	7: Local*	67%-76%	73.97	74.7	71.27	73.02	73.47	72.53
Rural	1: Principal Arterial (Interstate)	1%-2%	1.58	0	0	6.53	0.33	3.11
	2: Principal Arterial (Exprwy. or Frwy.)	0%-2%	0.37	0	0.39	0	0.92	0
	3: Principal Arterial (Other)	2%-5%	3.4	3.64	3.16	0.54	4.07	3.87
	4: Minor Arterial	3%-7%	4.46	6.29	4.33	1.5	6.76	3.34
	5: Major Collector	10%-17%	17.01	17.5	18.71	12.94	17.04	16.23
	6: Minor Collector*	5%-13%	4.38	0	1.01	8.5	8.42	3.76
	7: Local*	66%-74%	68.79	72.57	72.4	70	62.45	69.68



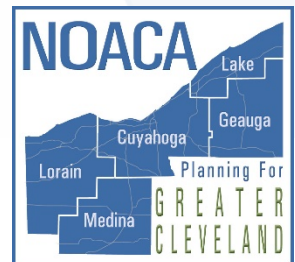
Over Represented



Within Range



Under Represented



BACKGROUND

Step 3:

